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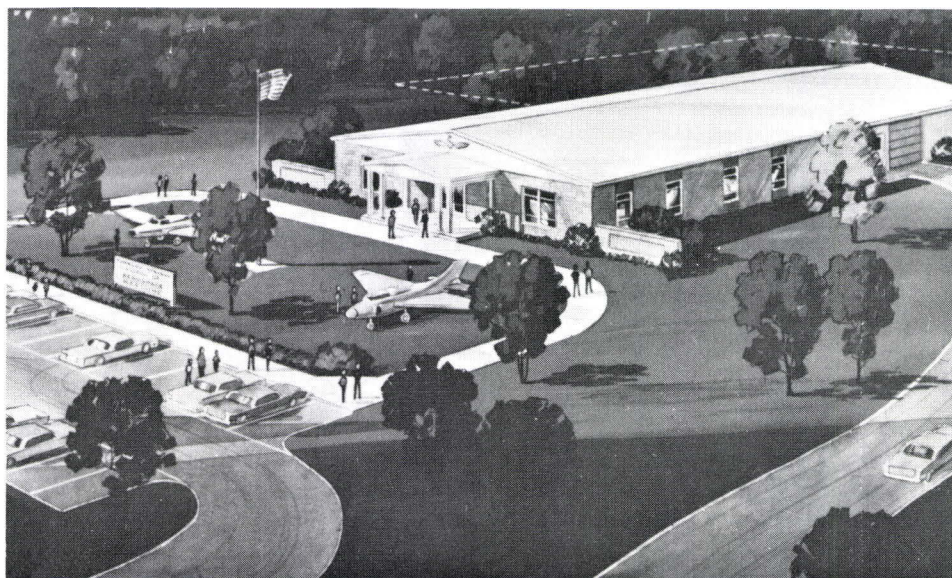
# Palmetto Aviation

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FEBRUARY, 1980



**Tumbling Springs Museum of Aerospace Medicine**  
(Artist's Conception)

## AVIATION SAFETY MONTH PLANNED FOR MAY

The month of May will be designated as Aviation Safety Month this year by Governor Dick Riley and an aviation refresher program, similar to those held the past two years, is being planned during the month.

Although details haven't been set yet, the program will originate from the Columbia ETV studios and will be carried, with talkback capability, to various centers over the ETV network.

Tentative plans call for six dates, probably twice a week, during the month. Watch the newsletter for additional details as well as information on other activities during safety month.

## Air Medicine Museum planned In Upper State

About 15 miles north of Greenville, in the foothills of the Great Smokies near Marietta, a local doctor with an interest in aviation is working to build a unique facility in South Carolina.

Dr. Fitz William King, a family practice specialist in Marietta, has set aside 10 acres near his home for a museum of aerospace medicine and gotten a commitment for another 10 acres from a nearby property owner.

It is to be called the Tumbling Springs Museum of Aerospace Medicine. Its purpose is to foster public awareness of what's happened in the field in the past, what's happening now and what will happen, hopefully, in the future. The exhibits and facilities will be aimed at students as well as adults.

"I'd like to make it a place where people can come and study as well as hike, picnic and so forth," King said.

"We've talked to people at the Smithsonian and Silver Hill where they do aircraft restoration and have all kinds of things they would like to get out into museums, so I don't think there will be any problem in getting equipment and

**Continued on page 8**





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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# 1979 Aircraft Thefts More Than Double 1978

Thefts of aircraft more than doubled during 1979 over the previous year, with 158 reported stolen, according to the International Aviation Theft Bureau (IATB).

Four airplanes—two twins, a single-engine and a helicopter—were stolen in South Carolina last year. All but the helicopter have been recovered.

A Cessna 172 was stolen from Florence July 17 but was recovered the same day. A Cessna 421 B was stolen from Hilton Head May 9 and was recovered in Miami in August. A Bell 206 helicopter was stolen from Cheraw Oct. 20, and has not yet been recovered. A Cessna 401 B was

stolen from Sumter Dec. 1 was found in Florida Jan 9.

Most of the stolen aircraft, particularly those that are recovered in Florida, end up being used in drug and marijuana smuggling operations, the IATB said.

Not surprisingly, Florida led the nation in aircraft thefts during 1979, reporting 24 twins and 15 single-engine craft had been snatched. California was second with thefts of nine twins and 13 singles. Texas reported thefts of six twins and nine singles and new Mexico lost 11 single-engine airplanes. Total value of stolen aircraft is more than 12 million.

## Lamar Promoted At Hawthorne

Richard E. Lamar was recently appointed marketing manager for Hawthorne Aviation's Government Contracts Division.

Prior to his appointment and transfer to Charleston, Lamar was project manager of the company's Tinker Air Force Base operation. Before joining Hawthorne he served as senior marketing manager for Dynalectron Corp. Lamar has been with Hawthorne for two years.

## Breakfast Club



The S. C. Breakfast Club will meet at the following locations.

March 9 - fly into North Myrtle Beach Airport, breakfast at Don's Pancake House.

March 30 - fly into Greenwood airport, breakfast at Blazer's Restaurant, Lake Greenwood.

## Correction

In last month's issue, we prematurely retired Sammie Howard, maintenance worker who recently received his 30 year pin. Sammie, we're glad to say is still with us for a while. And we should mention that Bob Gates, also in the maintenance department, did retire. He received a fine trolling motor from his co-workers as a going away present.

## Ag-Cat in Savannah

Gulfstream American Corp. recently announced that the complete line of Ag-Cat heavy duty agricultural aircraft will soon be built at the company's Savannah, Ga. plant.

Company plans call for a gradual transfer of tooling parts Elmira, N.Y. where the aircraft have been manufactured.



South Carolina Aeronautics Commission Director John W. Hamilton addresses the opening session of the annual meeting of the S. C. Agricultural Aviation Association meeting held in Myrtle Beach Feb. 4-6. The Association meets annually to conduct business, catch up on latest developments in crop chemistry and attend a pesticide refresher course. At left is association president Warren Curry.



## All Pilots Eligible For New Sweepstakes

The General Aviation Manufacturers Association (GAMA) has begun a new sweepstakes program with another \$50,000 airplane as the prize.

Called "Safe Pilot '80", the program was created to encourage attendance at aviation safety clinics. The sweepstakes are open to all pilots and student pilots. All you have to do to qualify for the drawing is attend an FAA sanctioned safety meeting being held in your area and complete the entry form which will be given out at the meeting.

The prize will be awarded in a random drawing from among all

entries received throughout 1980. Entry cards must be received by Dec. 31, 1980 to be eligible. The grand prize will be the winner's choice of any airplane with a retail value up to \$50,000 produced by a GAMA member company.

Also, drawings will be conducted monthly to award two \$100 flight proficiency prizes (redeemable for \$100 in dual flight instruction with a certified flight instructor). Two prizes will be awarded monthly in each of the eleven FAA regions. A total of 264 flight proficiency scholarships will be given during the year.

The stated goal of the program is to reduce general aviation accidents through pilot education. Edward W. Stimpson, GAMA president, said, "Industry and government have a common interest in aviation safety. 'Safe Pilot '80' is aimed at all pilots and is intended to sharpen their skills, knowledge and proficiency."

For further information contact Frank Kelly, Columbia General Aviation District Office, 765-5931.

## Safety Seminars Set By FAA

Two safety seminars, one in March and one in April will be conducted by the FAA as part of its accident prevention program.

March 11, the seminar will be held at Florence-Darlington Technical College auditorium.

April 17, the seminar will be at Myrtle Beach at the Santee-Cooper Auditorium. Both seminars will begin at 7:30 p.m.

Attendance at these seminars meets one requirement for the FAA pilot proficiency wings. Pilots will also be given an opportunity to register for a \$50,000 airplane in the new General Aviation Manufacturers Association sweepstakes.

## 100 LL Available At Cypress Bay

Thomas P. Bales, President of Carolina Sailplanes, writes to tell us Cypress Bay Airport now has 100 LL fuel available and has been granted a license for a radio station on 123.3 MHz.

We would also remind pilots in a area that gliders will be operating southeast of the airport in a glider operating area.

## 65% Have Flown

A Gallup poll for the Air Transport Association shows that 65 percent of all Americans over 18 have flown on a commercial airline.

That is 101 million people, a seven percent increase over 1977 when the last survey was conducted.



# 4 FAA Lists Discrepancies in Commuter Operations

The Federal Aviation Administration (FAA) has released a list of discrepancies it found during accident investigations and special investigations of air taxi operations in the Southern region.

Major findings were:

1. Check airmen with improper certificate or ratings.
2. Check airmen who had not completed the new FAR 135, Check Airmen Training Program
3. Check airmen not redesignated under the new FAR 135.
4. Training programs not matching the same materials as in the manual and Operations Specifications (load manifest, proper forms, company policy, etc.).
5. No differences training for different models or different equipment in the same model.
6. No separate training curriculums for upgrade, differences, and recurrent training as required by FAR 135.341(b).
7. Records showing pilots as receiving all training - pilots claiming they are not receiving the training.
8. Pilot flight instructors not meeting training requirements.
9. Flight and duty records not kept in such a manner that accurate times could be determined for compliance.
10. Operators using R-NAV, PAR, ASR, and Omega without its use being included in the training program and proficiency checks.
11. Pilot records incomplete (pilot ratings, assigned duties, hazardous materials training, medical certificates, currency, etc.).
12. Using actual weights, many flights were found to be overgrossed and/or out of CG.
13. Manual contents insufficient on coverage of weight and balance and reweighing of aircraft (calibrated scales, accurate equipment lists, etc.).
14. Improper aircraft operating limitations, AFM's and placards.
15. Noncompliance with AD's and inadequate systems for determining AD status and compliance dates.
16. Maintenance record entries that do not contain adequate descriptions of work performed (dates, corrective actions, and names of persons performing the work).
17. Operators not complying with Part D of the Operations Specification (AAIP, etc.).
18. Improper return of aircraft to service.

## Check Pitot Covers For Breather Holes

The February issue of *Airworthiness Alerts* mentions that several suppliers have recently made plastic pitot tube covers available, however some of these covers have reached owners without breather holes.

Without such holes, and when the plastic covers fit the pitot tubes snugly, removal or installation can cause pressure surges which may result in hidden damage to airspeed indicators. This can cause indicator needles to peg.

Pilots and maintenance personnel should ensure that these pitot covers have small breather holes at their closed end or other provisions to prevent damage to instruments.

## NTSB Finds Probable Cause In Union Crash

The National Transportation Safety Board (NTSB) said inadequate preflight preparation led to the crash of a Cessna 182 N7535N, at Union Airport Dec. 5, 1978.

The engine failed as the Skylane was on initial climb from the airport for a cargo flight to New Orleans. The pilot, Troy Shelton, was killed; a passenger was seriously injured and the aircraft was destroyed when it crashed during the forced landing.

The board found six ounces of water in the Skylane's carburetor bowl. Shelton, 50, owner of Shelton's Flight Service, held a commercial and instrument rating with 3,907 hours of flight time.

★ ★ ★

The board said exceeding the designed stress limits of the aircraft led to the crash of a homebuilt Fly Baby 1A, N8371, near Moncks Corner on Dec. 2, 1978. The pilot was killed when the aircraft crashed during an aerobatic maneuver. The private pilot, 28, had 250 total hours, 67 in type.

## November Date First Shuttle Flight

The Space Shuttle will not be ready for its first manned orbital flight until at least November, according to Robert Frosch, NASA's administrator.

NASA officials had hoped to perform the flight test in June. However, problems with the shuttle's engines and heat-resistant tiles have pushed the tentative schedule to between this November and March, 1981.



# Bede Aircraft Adjudged Bankrupt

The U.S. Bankruptcy Court for the District of Kansas has announced that Bede Aircraft Co. has been adjudged bankrupt.

Although there is still time to file claims against Bede Aircraft, an attorney for the firm has indicated that most creditors should expect no recompense.

The court's announcement of U.S. Bankruptcy Judge Robert B. Morton's decision came in recent advertisements in "Trade A-Plane." The court said it determined individual mailings to creditors, who are located throughout the United States and in a number of foreign countries, would be "impracticable."

More than a year ago, James Bede, president of Bede Aircraft, filed under Chapter 11 of the bankruptcy laws with Morton's court. In doing so, Bede sought to fend off creditors while he developed a plan to reorganize the company and pay off its debts.

Although Bede secured a majority vote in favor of the reorganization proposal from creditors in each of the four classes, Morton last Sept. 10 ruled that the plan was not feasible, since the company had not acquired the funds it would need to stay in business and pay off its debts.

Morton then took the case under advisement to determine whether to adjudge Bede bankrupt or to dismiss the Chapter 11 proceedings.

On Nov. 26, Morton ruled Bede Aircraft a bankrupt, saying it was in the "best interest of this estate" to do so.

There already are some \$2.4 million in claims against Bede Aircraft. However, not all of the 3,000 BD-5 kit and 5,700 production plane customers have filed claims for return of their deposits.

An attorney for Bede Aircraft said all of the company's assets have been liquidated. The court currently is holding about \$125,000

— \$75,000 of which was obtained from an auction of warehoused items and \$50,000 secured in a \$100,000 contract between Bede Aircraft and Won Peh Hwan of Systems Control Laboratory in Binghamton, N.Y., for non-exclusive marketing rights to the BD-5 jet version.

"The company has no other assets I know of," the attorney said.

The assets will be disposed of on a priority basis under the bankruptcy statutes. At the top of list are administrative expenses — including court costs and fees to attorneys, receivers and auctioneers — which will take most, if not all, of the \$125,000 held by the court.

However, creditors who have not yet filed claims against Bede Aircraft have until June 2, 1980 to do so. Claims can be sent to: Clerk, Court of Bankruptcy, P.O. Box 1881, Wichita, Kan 67201.

## Pilots,

## Let us know what you think of the State Chart

If you neglected to send us your input last month here's another chance to let us know what you think. The commission is considering changing the scale of the chart from sectional to WAC and would like to know what you think of the idea.

If you are unhappy with the present chart, let us know. On the other hand if you like it, we would like to know that too. After all, we publish it for you. Take just a minute to fill out the blank below, clip it and drop it into the mail to: South Carolina Aeronautics Commission, P. O. Drawer 1987, Columbia, S. C. 29202.

- Do you prefer the Sectional or WAC (World Aeronautical Chart) Scale? Sectional \_\_\_\_\_ WAC \_\_\_\_\_
- What changes would you make in the chart if you were publishing it?

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Other Comments: \_\_\_\_\_

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## Aircraft Maintenance Program To be offered at Shaw

Due to the demand for skilled aviation technicians, Florence-Darlington Technical College is currently making plans to open a second Federal Aviation Administration-approved, associate degree aircraft maintenance technology program at Shaw Air Force Base, Sumter this spring.

The college, which operates a regular two-year, daytime aircraft maintenance program on its Florence campus, initiated the first-quarter off-campus program for 25 students at the air base last spring. Response to the program has been so favorable that a waiting list for the new class has been developed.

Though the program is designed primarily for active duty military personnel, some civilians are attending the program through a cooperative effort by the air base. Students study at Shaw two nights per week, then attend weekend laboratory sessions at the Florence campus.

The rapid growth of air transportation in the 1980's according to industry surveys, will create a serious shortage of skilled maintenance technicians. Since TEC's program began seven years ago, it has continuously operated at a near capacity level.

Persons interested in studying aircraft maintenance technology, which ultimately leads to careers as licensed airframe and powerplant technicians are urged to contact Florence-Darlington Technical College at 662-8151 in Florence or write to the college at P.O. Drawer F-8000, S. C. 29501.

## Nearly 3,000 Apply For Shuttle Jobs

A total of 2,937 men and women applied for 10 to 20 open astronaut positions during a NASA two-month recruiting drive that ended Dec. 1.

More than 300 of the hopefuls applied for both mission specialist and pilot categories. Future space shuttle missions will employ

astronauts in both categories.

The number of women applicants in both categories was 390.

The Astronaut selection board at the NASA Johnson Space Center, Houston, will narrow the selection to those best qualified in the two categories.

## AOPA Seeks 3-Year Medical

The Aircraft Owners and Pilot's association (AOPA) has petitioned the FAA to extend third class medical certificates time limit for another year to three years, instead of two.

AOPA president John L. Baker says an extension would save pilots an estimated \$2.5 million a year in medical fees. More than 98 percent of all applicants for third class medical certificates receive them.

"The fact that the FAA records center routinely lags several weeks to several months in processing medical certificates demonstrates that the FAA considers there is no urgency relating to medical examinations and safety," Baker said.

The AOPA petition said an average of only six pilots a year suffer cardio-vascular incapacitation in flight.

## Stearman Fly-in

STEARMAN OWNERS, bring your airplanes to the Carolina Stearman fly-in at S.W. Hanke Airport in Clio, April 26-27.

## FAA Clarifies Policy on Aids For Written Tests

The FAA has issued an updated advisory Circular (AC) clarifying the types of aids that may be used when taking airman written examinations.

Scales, straightedges, protractors navigation computers and electronic or mechanical calculators may be used when taking the test, FAA says, but nothing

except information essential to the operation of these aids is allowed on or in them.

Permanently inscribed or printed operating instructions are permissible, but information not pertinent to the operation of the aids-such as regulations, signals, cloud data, holding pattern diagrams, frequencies, weight and balance formulas, ATC procedures-must be masked out so it cannot be read.

According to the AC, use of electronic calculators are subject to the following limitations: 1. prior

to and on completion of the test, the applicant must actuate the on/off switch to insure erasure of any data stored in memory; 2. Use of permanent or continuous memory calculators without erasure capability is not authorized; 3. Tape printout of data must be surrendered at the completion of the test, if calculator has this feature; 4. Use of magnetic cards, tapes, modules or any other device upon which prewritten programs or information related to the written test can be stored and retrieved, is prohibited.



# Columbia Pilot Responds to Post Editorial

*The following article, by Columbia pilot and businessman Gren Seibels appeared recently in the Columbia Record.*

On Feb. 2, *The Columbia Record* reprinted without comment a guest editorial attributed to *The Washington Post* under the headline. "Why Flying Is Dangerous." This response is written from the viewpoint of a part-time pilot with four decades of flying experience, ranging from torpedo bombers during World War Two to my current delight, a competition sailplane.

The very title of the editorial is one of those "Why don't you stop beating your wife?" propositions. Only a fool, of course, would argue that flying is as safe as it might be; or, indeed, as it ought to be. Compared with knitting a sweater or watching a sit-com on TV, I suppose it's fair to characterize flying as dangerous. But not nearly so dangerous as the automobile trip to or from the airport. Statistically speaking, you're a lot safer in an airliner than in a car.

**THE POST EDITORIAL** conveniently omits mention of the fact that the tragic collision over San Diego occurred *while both aircraft involved were under positive traffic control* from the ground. Yet in the grip of enormous public and political pressure in the wake of the accident, the FAA's response was to propose a vast expansion of its "traffic control" system to dozens of air-terminal areas throughout the country. The rationale, apparently, was "Even if it's defective, let's expand it."

Textifying on the expansion plan, the FAA's own witnesses admitted that had the full control system been operating at San Diego at the time of the crash, *the collision still would not have been prevented.*

**IT WAS THIS** heavy-handed proposal which aroused the general aviation community to protest and lobby, with such vigor and in such numbers that the FAA grudgingly withdrew its plan for study and reevaluation.

Not only is the existing air traffic control system defective and overburdened; in order to participate in the system, aircraft must be equipped with elaborate and expensive communications gear (encoding altimeter, transponder, etc.) far beyond the financial grasp of the average private pilot.

For this reason, most pilots simply avoid flying in high-density air traffic areas which already require mandatory positive ground control (and where virtually all airline operations are concentrated).

**THEY PREFER** to use "feeder" airports, where there is no potentially dangerous mixing of high-speed jets with slower-flying general aviation aircraft. But under the obnoxious FAA proposal, many of these low-traffic locales would have fallen under the positive-control-area umbrella, placing them out-of-bounds to all but wealthy corporate operators and the few private pilots able to afford all the black boxes.

*The Post's* simplistic approach to air safety does a disservice to every user of our airspace, from the most timid of airline passengers to pilots like myself with thousands of hours of safe flying experience without any reliance on ground control.

**THE UNINFORMED** reader would infer from the editorial that America's skies are swarming with little private planes hunting for an airliner to collide with. The piece goes on to suggest that we will achieve safety in the skies only when the FAA has the power to exercise positive control over every aircraft movement anywhere in the country.

Assuming the job could be done at all, the equipment and manpower involved would quickly raise the cost of flying beyond anyone's means. Of course, grounding everything but the airlines and the

military would definitely cut the accident rate; but this seems quite a Draconian solution, similar to prohibiting private vehicles on our highways to reduce the highway accident toll.

**FOR SOME PERVERSE** reason, the harum-scarum, barnstorming image of private flying has peristed for half a century since the post-World War One generation of aviators cranked the last OX-5 and demolished the last Jenny in some cow pasture. The typical private pilot today is no more eager to die than the average airline passenger. He uses his plane for direct business trips to cities and towns not served by commercial airlines (which includes most of them); he also uses it to transport his family and friends on pleasure trips. Can you conceive of anyone less likely to play the daredevil?

*The Post* editorial defames the general aviation sector as a collection of selfish, headstrong, ungovernable anarchists who callously lobby against the safety and rights of airline passengers. The less flamboyant but truer picture of general aviation is that of a group dedicated to the continual improvement of flight training, flying skills, equipment design and reliability, and maintenance techniques in the unending struggle to reduce to the lowest possible level all human error and its frightful consequences.

No rational person, be he a private pilot or the holder of an Air Transport Rating, would conceivably oppose *real* improvements to our air traffic control system, or extension of the system wherever a demonstrable need exists. But we will assuredly continue to oppose expensive, cosmetic embellishments designed to camouflage bureaucratic inadequacies at the expense of private aircraft utility, and which offer no tangible improvement to real-life flight safety.





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# **Aerospace Medicine Museum Planned**

**Continued from page 1**

facilities to work with. Once we have a building with security, the Air Force museum at Dayton, has offered us aircraft shells.

"One of the things we want to do is have a good library. We are on the mailing list of the Civilian Medical Institute and School of Aerospace Medicine. We are receiving current journals and back issues. We have about 2,000 publications now," he said.

Other facilities will include orientation training in flight simulators and use of instrumented aircraft in simulated flight settings, and the Barany chair to demonstrate the disorientation caused by loss of visual reference.

The site of the proposed museum is midway between S. C. 276 and U.S. 25; adjacent to S. C. 11 (Cherokee highway).

"This is an area that's fairly heavily traveled by tourists and I felt like it would be a good

attraction," King said. There's nothing like this around here; in fact, there's nothing like it in the country.

The museum was chartered by the state in November, 1977 and determined to be a charitable, tax-exempt organization by the department of Internal Revenue.

King said initial plans call for a building costing about \$100,000 (see artist's rendering). "We'll start with a back display area, minimum front office space and an educational room where we can show movies, give lectures and so forth," he said.

King, an Air Force reserve flight surgeon, has been flying since he was 15 year old. He presently flies with the Air Force reserve out of Eglin AFB and will soon be flying with the Air Evac squadron out of Charleston AFB.

Working with Dr. King on the project is Professor Tom Goldsmith, a retired professor emeritus

from Furman who did most of the original work on area radar. Goldsmith was a research director for Dumont Laboratories before he became professor of physics at Furman. He is also one of the consultants with the Smithsonian Electronics Division.

Dr. King has the undertaken an ambitious project, but one which will add measureably to the aviation knowledge of the state and nation. He is presently seeking persons with expertise in related fields who will be interested in working with him in planning and operating the museum.

Persons interested in the project can contact Dr. King or Professor Goldsmith at the following addresses: Dr. Fitz William King, Rt. 1 Highway 11, Marietta, S. C. 29661.

Professor Thomas T. Goldsmith, Jr., Pleasantview Rd., Travelers Rest, S. C. 29690.